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INFORMA	TION	REPORT	
COUNTRY USSR (Latvia)			DATE DISTR. /7 Aug 195
SUBJECT Dredging Operations at Liepaj	a Harbor	25X1	NO. OF PAGES 1
	25X1		NO. OF ENCLS.
			SUPPLEMENT TO REPORT NO.
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- During the USSR occupation of Latvia 1940-41, technically trained men were drafted by the authoraties to serve in the Navigation Department of the Government as well as in other posts necessary for the war effort. Harbor maintenance and dreading was a primary daty of the Navigation Department.
- 2. At Liepaja it was necessary to dredge the harbor and basins once a year, an operation requiring about two months. Silting was a continuing process as sand shifted in from the sea. The cuter harbor was artificial, being contained by concrete woles. The bottom inside the moles was dredged to a depth of eight meters, as was the Haval harbor canal. Two graving dockr capable of handling cruiser side vessels were entered from the canal.
- 3. The commercial harbor and canal immediately south of the Naval Harbor was a development of the sea outlet of Lake Liepajas. The depth of the canal was about four meters; the bottom was rock. This condition eliminated further deepening as blasting would have snattered canal banks and flooded the surrounding area. No plans had been made to substitute dikes for earth banks along the commercial harbor canal.
- 4. Silt dredged from Liepaja Harbor was carried by barge several kilometers north of Liepaja and jettisoned a short distance offshore. Prevailing currents carried dredged material in a northwest direction out to sea.
- As of 1944, there were no facilities for permanent handling of submarines at Liepaja.

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